

WINE AND  
SPIRIT  
MERCHANT  
CHAZALON & CO.  
MAKERS  
AND  
FRENCH  
PRESERVES  
IMPORTERS  
6, QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1845

St. GEORGE'S  
BUILDING  
DISS BROS.  
Tailors.

No. 13,468

號十三月五年六零百九千一英

HONGKONG, WEDNESDAY, MAY 30, 1906.

日八初月四閏年午丙

PRICE, \$8.00 Per Month

## GERMAN BEER.

Large Stock on Hand of  
**AUGUSTINER BRAU**  
AND THE CELEBRATED  
**KULMBACHER BEER.**  
Per Case of 6 doz. ptes. \$18.00.  
Per Case of 4 doz. qts. \$18.00.  
**MAGEWEN, FRICKEL & CO.,**  
1816 3, DUNDRELL STREET.

### Intimations.

### NOTICE.

TO OUR  
PEAK SUBSCRIBERS.

ON and after JUNE 1st, we shall deliver  
the "CHINA MAIL" to our Peak Subscri-  
bers at their residences, including MAGA-  
ZINE GAP. Subscribers are requested  
to notify us promptly of any irregularity  
that may occur when the change is  
announced.

Hongkong, May 29, 1906.

### LOST.

**DIAMOND BROOCH.** Bird on tree-  
branch.  
Reward if returned to  
DR WHITE,  
American Consulate,  
Hongkong, May 29, 1906. 1101

### GIVE ME YOUR ADDRESS.

I can tell you, free of charge, how to  
make a fortune; send a Postcard to  
Mr. GUYOT-GENTIS, 39 rue Fausbourg,  
St. Martin, Paris, FRANCE.  
Hongkong, May 9, 1906. 977

### ALLIANCE INSURANCE COMPANY

of BERLIN.  
Signed having been appointed  
to accept Risks against Fire at  
rates.  
**SIEMSEN & CO.**  
Hongkong, May 28, 1906. 1094

### "THE OTOPHONE."

A HOUSE TELEPHONE.  
CAN be fitted to existing Electric Bells.  
No Extra fittings needed. As clear  
and distinct as an ordinary Telephone.  
Best Telephone for PRIVATE HOUSES,  
HOTELS, BOARDING HOUSES, OFFICES, HO-  
SPITALS, etc., etc. Price very Moderate.  
Can be inspected at the Office of the  
Sole Agents:  
**LUTGENS, EINSMANN & CO.,**  
No. 2, PEDDER STREET.  
Hongkong, February 5, 1906. 1380

### DOCTOR WANTED.

TO act as SURGEON on an Emigrant  
Steamer.  
For particulars, apply to  
G. DE CHATELLEUX,  
Agent Messageries Maritimes Co.  
Hongkong, May 6, 1906. 920

### SITUATION WANTED.

**YOUNG EXPERIENCED ACCOUNT-**  
TANT with good knowledge of  
Shipping, Insurance and Typewriting,  
wants position.  
Apply to  
Care of "CHINA MAIL" Office,  
Hongkong, May 2, 1906. 913

## THE POPULAR SCOTCH

'BLACK AND WHITE.'



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS

By Appointment to  
**H.M. THE KING**

AND  
**H.R.H. THE PRINCE**

OF  
**WALES.**  
Supplied at all the Leading Clubs and  
Hotels, and to be obtained from All the  
Principal Grocers.

### Business Notices.

## W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.  
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,985 tons, Captain J. J. Leach.  
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.  
and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m.  
(Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain G. F. Morrison, A.M.S.  
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon,  
except when otherwise notified by Express.  
Note:—During the Summer Months the time of leaving fluctuates to suit the tide  
at Macao. See Special Summer Timetable.  
Departures from Macao to Hongkong daily at 8 a.m.

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 569 tons, Captain C. Hatchard.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MASSIMO, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.  
THREE MINUTES' WALK FROM POST OFFICE.  
SPECIAL TERMS FOR MONTHLY BOARDERS.  
RATES MODERATE. 29, WINDHAM STREET.

## N. LAZARUS, OPTICIAN.

30, PEDDER STREET.  
(UNDER HONGKONG HOTEL).  
SIGHT TESTED FREE. LENSES GRIND.  
REPAIRS A SPECIALTY. 1797

## HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD  
FURNITURE AND NOVELTIES.  
NO BAMBOO FRAMES IN OUR CHAIRS.  
Some NOVELTIES IN LEATHER GUILD WORK AND BURNED LEATHER PILLOWS, ETC.,  
JUST ARRIVED.  
Showrooms—No. 2, Pedder St; Factory—1 to 13, Shaukiwan Rd. 3211

## CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.  
THIS Company issues the most Liberal and Clear policy ever offered in "East."  
DOUBLE BENEFITS FOR TRAVEL ACCIDENTS, FEVER, TYPHOID and  
SMALL-POX Covered. Policies written HERE, in any Currency.  
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.  
GRANT & LESLIE, General Agents for China. GEO. GRIMBLE, Manager, Hongkong.  
Hongkong, April 21, 1906. 693

### OLD MANCINIANS' SOCIETY.

OLD MANCHESTER GRAMMAR  
SCHOOL BOYS are invited to com-  
municate with the Undersigned, who will  
be pleased to give particulars of the above.  
C. H. BLASON,  
o/o BUTTERFIELD & SWIRE.  
Hongkong, May 24, 1906. 1069

## CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW  
POWDER,  
PERFUMERIES, SOAPS,  
HAIR FRAMES,  
HAIR PINS,  
&c., &c., &c.

## CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. E. O. Code, 4th Edition.  
A. I. Code.  
Lieber's Standard Code.  
TELEPHONE, 232. 668

## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 694

## LEE CHEE WING & CO.

24 & 26, LEE YUEN STREET (WEST)  
HONGKONG.

DEALERS IN  
All Sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.  
STEEL GIRDERS AND TEES,  
CORRUGATED IRON, PIG IRON, &c.,  
Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS. 1257

## WILLIAM MACLEOD, D.D.S.

ENGLISH DENTIST.  
1, CAMERON ROAD, KOWLOON,  
1st Floor, Kowloon Dispensary. 1259

### Business Notices.

## BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

## LANE, CRAWFORD & Co.

NEW CONSIGNMENT OF

## WATERPROOFS.

'ANDERSON'S REGULATION IN

BLACK and KHAKI

## 'FEATHERWEIGHT' COATS

THE LIGHTEST MADE.

MILITARY CAPES,

RIDING COATS, UMBRELLAS.

LANE, CRAWFORD & CO.

## THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
H. HAYNES, Manager. 2197

## STAG HOTEL.

143, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to THE MANAGER. 1985

## CHAMPAGNES

FROM

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN. 460

Hongkong, March 2, 1906.

## THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE, GENERAL AGENTS.

FOR HONGKONG & SOUTH CHINA.

Hongkong, April 21, 1906. 693

GEO. GRIMBLE, MANAGER.

14, DES VŒUX ROAD CENTRAL. 726

### Business Notices.

## GREEN ISLAND CEMENT CO., LD

## PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

## Shewan, Tomes & Co.,

GENERAL MANAGERS

## FAIRALL & CO.

ARE SHOWING

## NEW SUMMER COSTUMES AND MATERIALS

IN LINEN, MUSLIN AND CAMBRIC, ETC.

NEWEST STYLES IN

## TRIMMED HATS

NEW FLOWERS AND LACES.

## HOTEL BALTIMORE LATE HOTEL AMERICA

2, WINDHAM STREET.  
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,  
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.  
EXCELLENT CUISINE. "Three minutes' walk from the Ferry Wharf."  
TERMS REASONABLE. Apply to THE MANAGER. 1161

## DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

## NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

## VICTORIA DISPENSARY, REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS. 449

Hongkong, March 2, 1906.

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(NEXT DOOR TO H. PRICE & CO.)

A LL Kinds of FURNITURE, CARPETS, LANTERN GLASS, CROCKERY and GLASS.

WARE KITCHEN UTENSILS, etc., etc.

AT MODERATE PRICES. 179

W. BREWER & CO.

29 and 31, QUEEN'S ROAD.

NEW NOVELS BY ENGLISH MAIL.

That Preposterous Will, by L. G. Moberley ... \$1.25

The Race of Life, by Guy Boothby ... 1.75

The Interpreters, by Byrdie ... 1.75

The School's Daughter, by B. Hargrave ... 1.75

The Path of the Pioneer, by D. Wyllarde ... 1.75

Brownjohns, by M. Dearmer ... 1.75

The Lapse of Vivian Eady, by C. Marriott ... 1.75

Prince Charlie, by B. Delannoy ... 1.75

Pearl's Oculopodia ... 1.80

Phil Conway, by Gunter ... 1.40

Hazell's Guide to the New House of Commons ... 1.40

Jiu-tseu ... 1.40

## SCOTCH WHISKIES.

For Dozen

EXTRA SPECIAL FINEST LIQUEUR ... \$14.50.

V. O. S. (OLD MATURED) ... \$14.50.

FERRINTOSH (GREAT AGE VERY FINE) ... \$22.00.

Telephone No. 77.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

16, QUEEN'S ROAD CENTRAL.



## Intimations.

## G. FALCONER &amp; Co.,

WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. are Agents to ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

## M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.ALL KINDS OF WORK DONE FOR AMATEURS.  
8, QUEEN'S ROAD CENTRAL."A perfect beverage, combining Strength,  
Purity and Solubility."—Medical Annual.van Houten's  
CocoaUnequalled for  
High Quality, Delicious Flavour  
& Digestibility.

BEST &amp; GOES FARTHEST.

SOLE AGENTS FOR

## THE GENERAL ELECTRIC CO., LD.

LONDON

ALWAYS IN STOCK

Handsome Electroliers

Ornamental and

Plain Brackets,

Counterweights,

Drop Lights,

etc., etc.

Electric Flower Pots,

Bronze Figures,

Standards,

Table Lamps,

Desk Lights,

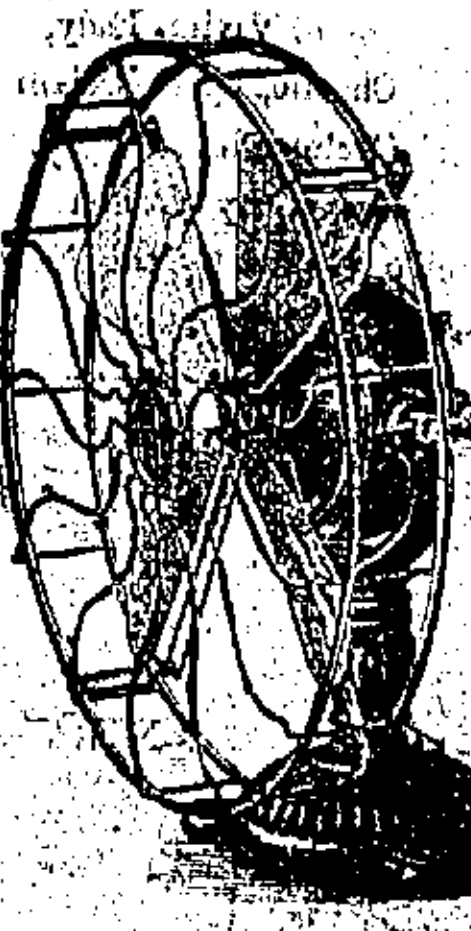
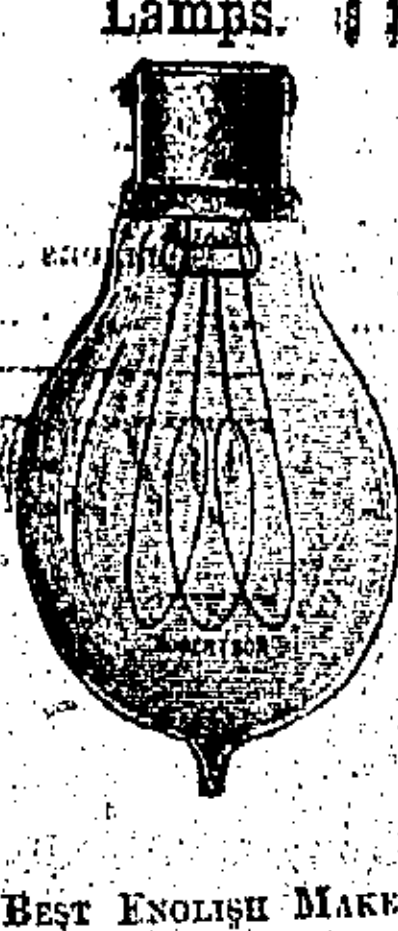
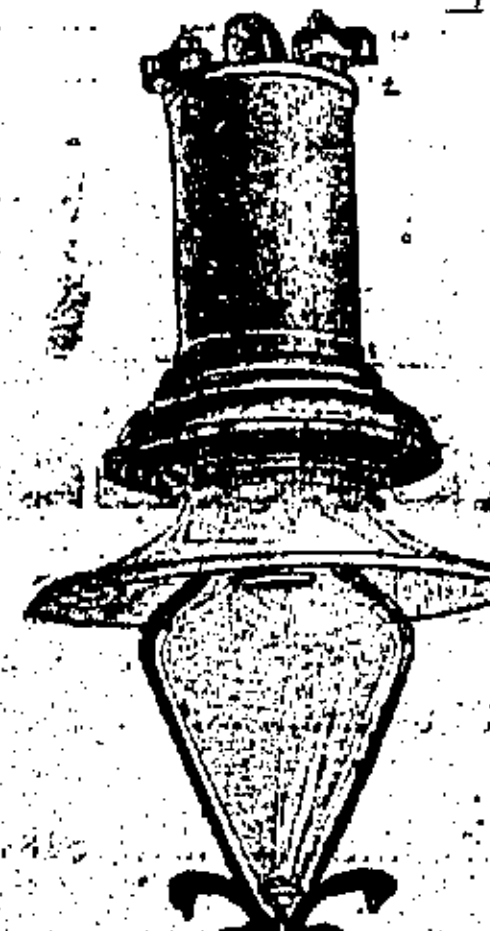
etc., etc.

SHIPS REPAIR WORK.

Angold Arc Lamps

'Robertson  
Lamps.'

'Freezer' Fans.



BEST ENGLISH MARK.

FAN MOTORS.

WILKS and JACK.

MACHINERY AND ELECTRICAL SHOWROOMS.

Robinson Road, Kowloon.

AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL.

TELEPHONE 38, KOWLOON.

Hongkong, May 17, 1906.

## Intimations.

## MITUS BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNOUCHI, TOKYO.

CABLE ADDRESS: IWASAKI/

Which applies to all Branch Offices.

A1, ABO 6th Edition, Western Union

Codes used.

All Letters Addressed:—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KANAGAWA,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs GEARING &amp; CO.

MANILA: Messrs MACDONALD &amp; CO.

SOLE PROPRIETORS of Takasago,

Ochi, Shimizu, Nanzatsu and Kani-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PEDDER STREET.

Hongkong, April 25, 1906.

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1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26



# DRINK - - -

## THE ONLY GENUINE

### 'TANSAN'

WHICH BEARS THE NAME OF  
**J. CLIFFORD-WILKINSON.**  
BEWARE OF SPURIOUS  
IMITATIONS  
which are unpalatable and sometimes  
dangerous.

Per Case of 48 Pints ..... \$6.50  
Per Dozen Pints ..... \$1.70  
Per Case of 100 Splits ..... \$3.00  
Per Dozen Splits ..... \$1.10

# TANSAN

## GINGER ALE.

Experts Testify That  
**TANSAN** MAKES THE MOST  
WHOLESALE AND  
PALATABLE

**GINGER ALE**  
IN THE WORLD

Per Case of 48 Pints ..... \$7.75  
Per Dozen Pints ..... 1.55  
Per Case of 100 Splits ..... 6.25  
Per Dozen Splits ..... 1.30

SAMPLES ON APPLICATION.  
SOLE AGENTS:  
**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12, QUEEN'S ROAD CENTRAL.

IF YOU WANT AN  
ARTISTIC HOME  
HAVE ALL YOUR  
**CURTAINS,**  
**DRAPERIES**  
and  
**LOOSE COVERS**  
MADE BY  
**WM. POWELL, LTD.**

**UP-TO-DATE**  
**FURNISHERS**  
AND  
**UPHOLSTERERS**  
**ALEXANDRA**  
**BUILDINGS.**

**WORKMANSHIP, STYLE AND**  
**FIT GUARANTEED.**  
**FURNISHING**  
**DEPARTMENT**  
**FIRST FLOOR.**  
**INQUIRIES INVITED.**

# The

## SAVOY,

### LIMITED.

**QUEEN'S ROAD.**  
**DRESSMAKING.**

**TRIMMED HATS**  
**15 per cent off.**  
**PARASOLS**  
**25 per cent.**  
**ALL PRICES**  
Marked in Plain Figures.

**THE SAVOY, Ltd.**  
**TO SMOKERS.**

It is a well-known fact, admitted by the  
EGYPTIAN CIGARETTE MANU-  
FACTURERS themselves, that Cigarettes  
imported from Egypt are made from  
TURKISH TOBACCO, which is subject  
to a heavy Import Duty in Egypt. Hong-  
kong being a Free Port tobacco can be  
imported free of duty.

**Two Good Reasons** why it is advan-  
tageous to Smoke  
by Cigarettes.

1.—Cheapness of my Cigarettes compared  
to imported cigarettes, owing to tobacco  
being admitted duty-free into Hongkong,  
and that you are buying direct from the  
Manufacturer, doing away with middlemen's  
profits.

2.—Freshness of my Cigarettes, as they  
are made daily for each day's consumption,  
which makes it impossible to have an old  
stock of Cigarettes, as is very likely with  
imported Cigarettes.

The following is a list of my Cigarettes  
made from the Best Turkish Tobacco at  
40% to 60% cheaper than imported  
cigarettes of equal quality.

NAME.	SIZE.	AMOUNT OF TOBACCO IN BOXES.	PRICE PER 100
Great Britain, largest	60	60	\$4.50
Venus, large	60 & 100	60	3.00
Hongkong Club (cork tipped), large	60 & 100	3.00	
Admiral, gold tipped, medium	100	2.20	
Princess, gold tipped (ladies), small	100	2.60	
Flor do Oriente, with tubes (ladies), small	100	2.00	
Military (gold tipped), medium	100	2.60	
Germania, medium	100	1.30	
Paris, small	100	1.50	
The Peak Tram- way, medium	100	1.50	
Emperor of China (gold tipped), medium	100	1.20	
Lusitano, medium	100	1.00	

We also make cheap cigarettes of second-  
grade Turkish Tobacco at \$4.00 per 1000.  
—Minimum Quantity sold—1,000  
To Messrs, Clubs, Hotels and all large  
Buyers, Special Terms are allowed.

**T. E. P. SPYROPULOS,**  
**9 Beaconsfield Arcade,**  
**(OPPOSITE THEATRE ROYAL)**

# PARIS TOILET CO.

## 13, QUEEN'S ROAD CENTRAL,

### Under Connaught House.

**JUST RECEIVED**  
**ANTISEPTIC**  
**BLOC.**

**NO more PIMPLES or IRRITATION**  
after SHAVING, this preparation will be  
found very useful for Gentlemen who  
shave themselves.

SUBSCRIPTION FOR SHAVING, etc.,  
TAKEN BY THE MONTH.

**ALL KINDS OF**  
**HAIR WORK DONE.**  
Hongkong, April 25, 1906, 451



ESTABLISHED A.D. 1841  
**A. S. WATSON**  
& Co., Ltd.

**WINE & SPIRIT MERCHANTS.**

**ALEXANDRA**  
**BUILDINGS**

**SCOTCH WHISKY.**

**Great Reduction**  
IN  
**PRICES.**

From this date the Prices of our Popular  
Brands of SCOTCH WHISKIES will be  
as under:—

- Per Case of 12 Doz
- A.—Thorne's Blend ... \$11.00
  - B.—Glenorchy, a fine  
'Soda' Whisky ... 11.40
  - C.—Aberlour-Glenlivet  
(a fine peaty flavoured  
Whisky) ... 12.50
  - D.—H.K.D. Blend of  
the Finest Old Malt  
Scotch Whiskies .. 14.00

**E BLEND**  
The Popular Whisky  
in the Far East ... 15.00

The above prices are strictly net. This  
discount of FIVE PER CENT previously  
allowed on our Whiskies ceases from this  
date.

**A. S. WATSON & CO.,**  
**LIMITED.**

**WINE AND SPIRIT MERCHANTS.**  
**ALEXANDRA BUILDINGS**  
Hongkong, May 17, 1906.

**BIRTH.**  
Wenzel—The wife of F. A. Wenzel, of  
Hongkong, at Hamburg, of a Daughter.  
(By telegram).

**MEMOS. FOR TO-MORROW.**  
Auction.  
9 p.m.—Auction of Household Furni-  
ture, &c., at Mr F. Kiese's Sales  
Rooms.

**General Memoranda.**

**FRIDAY, June 1:—**  
9 a.m.—Meeting of Zetland Lodge.  
11 a.m.—Government Bills received by  
Chief Paymaster, Army Pay Depart-  
ment.  
Goods per *Argonia* undelivered after  
noon on this date will be landed.

**SATURDAY, June 2:—**  
Goods per *Glenak* not cleared on this  
date subject to rent.

**SUNDAY, June 3:—**  
Goods per *Falma* not cleared at 4 p.m.  
on this date subject to rent.

**MONDAY, June 4:—**  
Exchange Banks Close.

**TUESDAY, June 5:—**  
Goods per *Ogmen* undelivered after  
this date at noon will be subject to  
rent and landing charges.  
Goods per *Benson* undelivered after  
this date subject to rent.  
Goods per *Arandia* not cleared at 4 p.m.  
on this date subject to rent.  
Goods per *Trieste* undelivered after this  
date will be landed.

**WEDNESDAY, June 6:—**  
3 p.m.—Auction of Leasehold Property,  
at Messrs Hughes & Hough's Sales  
Rooms.

# The China Mail.

HONGKONG, WEDNESDAY, MAY 30, 1906.

## THE SANITARY COMMISSION.

The Commission of inquiry recently  
appointed by His Excellency to investi-  
gate certain matters appertaining to the  
administration of the Health Ordinance  
has rather dropped out of sight. Its  
personnel was announced over a fort-  
night ago and the public were led to  
hope that the gentlemen who had the  
honour of being nominated by the  
Governor would zealously, and without  
undue delay, enter upon their important  
duties. One meeting, it is understood,  
has been held, at which a little prelimi-  
nary business was done or discussed,  
since when some of the Commissioners  
would have appeared to have forgotten  
that matters of urgency were awaiting  
their attention. The latest development  
is the resignation of the Chairman of  
the Commission, the Hon. Mr Pollock.  
Of course, being an appointee of the  
Governor, the late Chairman is under  
no obligation to make known his reasons  
for resigning. Still that does not pre-  
vent his unexpected action being can-  
vassed, and considerable curiosity and  
not a little regret is expressed in many  
quarters as a consequence of his aban-  
donment of a position which it was felt  
that he would fill worthily and well.  
The statement has been made that  
the Hon. Mr Pollock has discovered  
that the other claims upon his time are  
so great that he finds that it would be  
impossible to add the onerous duties of  
Chairman of one of the most important  
Commissions ever created in the Colony.  
This surely cannot be so. A fortnight  
ago Mr Pollock had just as complete an  
idea of the obligations of the position he  
accepted as he has now and it is absurd  
to suppose that one meeting of a few  
hours held in fourteen days has demon-  
strated to him that the pressure upon  
his time is too severe to be borne. An  
impression appears to be gaining ground  
in some quarters that the Commission is  
intended to die of inanition, that it will  
never be productive of any real tangible  
result. Perhaps little surprise can be  
felt that such ideas should gain cur-  
rency in view of the distinctly unsatis-  
factory progress that has been made up  
to the present. But the public may  
rest assured that most of the members  
of the Commission are in deadly earnest  
and that they will fulfil the duties en-  
trusted to them fearlessly. While some  
people might be very satisfied if the  
Commission confined itself to gently  
whitewashing tarnished places, the pub-  
lic demands that the enquiry shall be  
carried out relentlessly, and any irregu-  
larities exposed. The members of the  
Commission are impartial men and they  
are animated by the sole desire to serve  
the public. A heavy responsibility has  
now been placed upon the shoulders of  
the Hon. Mr Hewitt, but confidence will

be felt that he will recognise that, how-  
ever arduous the labours involved may  
be, he is performing a public duty,  
and will win the esteem and respect  
of the whole community by making the  
considerable sacrifice of his time that  
will be required. We advise the Com-  
mission to get to work without delay  
and for its own sake to issue progress  
reports periodically so that the public  
may know that something is actually  
being accomplished.

Our special telegram announces the  
resignation of Baron Gautsch's mini-  
stry in Austria, giving as the reason the  
Emperor's acquiescence to Hungary's  
demand for a distinct customs tariff.  
The situation in Austro-Hungary has  
been extremely unsettled for some  
considerable time past, so much so  
that it was at one period feared that  
bloodshed would result. However,  
the worst was averted, at least for  
the time being. One of the questions  
upon which it was anticipated that  
the Austrian Parliament might be  
wrecked was that of the representation  
of Germans. The undue favoritism  
shown to the Czechs as against the  
German element was rapidly breeding  
discontent, which was accentuated by  
a law of suffrage which Baron Gautsch  
mooted, and by which he hoped to  
overcome the parliamentary coalition  
in Hungary by an anti-Magyar  
majority. At the same time he  
endeavoured to introduce a similar  
law of suffrage for the Austrian Parlia-  
ment at Vienna, conferring at the same  
time a larger number of repre-  
sentatives upon those parts where Cze-  
ch, Polish, Ruthene, and other  
Slavs dwell. In this way the Aus-  
trian Parliament would be more and  
more Slavonised, and also clericalised,  
and a ready tool be made for down-  
right reactionary measures in Hungary.  
It would be a return to the policy  
which prevailed for years after the  
overthrow of the German popular  
rising at Vienna in 1848, and the defeat  
of the Magyar cause in 1849 by the  
combined Imperial and Russian troops.  
This measure would practically throttle  
the German section, which the veteran  
agitator Karl Blind characterises as  
the "main prop and most cultured  
part of Austria." Naturally the Ger-  
mans opposed the Premier's measure,  
agitating that Galicia, Bukovina and  
Dalmatia should no longer be given  
representation in the Vienna parlia-  
ment, but should be granted a separate  
Legislature. Thus the German popula-  
tion would have a clear majority in par-  
liament. There was an actual majority  
in favour of the proposal of the Ger-  
mans but Parliament required a two-  
thirds majority, consequently it failed.  
The resignation of Baron Gautsch's  
Cabinet may pave the way for a  
straightening out of this tangled  
 skein.

Some time ago, we were enabled to  
publish figures, which showed that  
Hongkong during 1905 held premier  
place among the ports of the world.  
The figures quoted, though accurate,  
were not worked out in much detail  
as the mass of material which the  
Board of Trade has to classify is so  
enormous that the complete returns are  
always belated. The "Statistical  
Abstract for the British Empire in  
each year from 1890 to 1904" was  
issued on April 23, and the figures  
given are extremely interesting, al-  
though somewhat out of date. During  
1904 London held pride of place  
among the ports of the Empire but  
Hongkong ran the metropolis of the  
world very close. The tonnage of all  
vessels entered at London during 1904  
was 10,788,212, and at Hongkong,  
10,734,063. Then there is a big drop  
to Liverpool with a tonnage 7,986,584,  
and Singapore comes fourth, a tonnage  
of 5,008,858 standing to its credit.  
The other important ports of the  
Empire rank as follows:—Ceylon  
6,195,822; Tyne Ports 4,806,067;  
Cardiff 4,795,406; Gibraltar 4,402,552;  
Malta 3,986,502; Capetown 3,636,469;  
Aden 2,847,649; Hull 2,664,254;  
Penang 2,142,715; Southampton  
2,128,379; Natal 2,108,658; Calcutta  
1,762,120; Bombay 1,666,871; Glas-  
gow 1,566,478; Newport 1,164,389;  
Leith 1,037,659. But what has be-  
come of the Austro-Hungarian ports?

**The Next Entente.**  
It is possible for Russia and England to  
arrive at an entente with reference to their  
Asiatic possessions similar to the Anglo-  
French entente, and both in England and  
Russia the idea has warm partisans.  
"Rueue des Deux Mondes," Paris.

## LOCAL AND COAST NEWS.

A notorious leader of salt smugglers  
and desperadoes, Tung Po-fah, has been  
captured at Sochoow.

It is reported that a Japanese named  
Matsumori Tsubur has set himself to raise  
a force of Manchurians in the Hsai-jen region  
and that his action has caused considerable  
anxiety.

It is the intention of the Boards of  
Commerce and Education that as soon as  
the Chinese copyright laws are finally  
drafted, they will try to enter China in the  
International Copyright Alliance, so as to  
protect Chinese copyrights.

A Chinese woman was sentenced to  
three months' imprisonment, at the  
Magistracy this morning, for obtaining  
\$320 by means of false pretences. She was  
shown to have borrowed the money from  
another woman on certain securities which  
turned out to be valueless.

Three eminent Japanese authorities on  
international law—Dokoro Ariga, Naka-  
mura, and Terao—are reported to be  
making researches into the history of the  
recent war, with a view to the publication  
of a statement of the manner in which  
international law was observed by the  
belligerents.

Mr Kosakoff, First Secretary of the  
Russian Legation at Tokio told a *Japan*  
*Times* interviewer that negotiations regard-  
ing the fishing rights off Saghalien were in  
progress. Delay in the settlement must  
cause anxiety to Japan, and Russia was  
little less anxious for an early solution of  
the problem.

A Chinese passenger from Canton to  
Hongkong by one of the river steamers was  
arrested on arrival last night with a dagger  
in his possession, and was charged with not  
having a permit to possess it. He was con-  
victed, at the Magistracy, this morning,  
and ordered to pay a fine of \$15. The  
dagger was confiscated.

**A Rapid Mail.**  
The P. and O. Co. have another quick  
Mail delivery to their credit. The  
"Arcadia" came in to-day with letters  
dated London, May 4. That is quick  
work.

**The "Dewey."**  
The U. S. S. Co.'s steamer "Ayao"  
reports having passed the dry dock  
"Dewey," bound for Manila, off Shadwan  
(Red Sea), about 170 miles south of Suez.  
She had two tugs and was travelling at  
the rate of 100 miles a day. She set out from  
the States with three tugs but one was sent  
back from Suez.

**Auction at Night.**  
As will be seen from our advertising  
columns a somewhat novel auction sale, for  
Hongkong, is to be held to-morrow evening  
at Kowloon by Mr F. Kiese, auctioneer.  
Mr Kiese, who has been in business on this  
side for some time, has opened sales rooms  
at Kowloon and at 9 o'clock to-morrow  
evening conducts his first sale in the new  
quarters. The novelty is sure to attract a  
large number of visitors who will find many  
valuable articles of furniture, etc. to bid for.

**China's Navy.**  
On May 28 there was to have been  
launched in Japan—at the Kawasaki Dock-  
yard—the gun-boat "Chu-Tai," the first  
of six sister boats for the Chinese Navy.  
The dimensions of these boats are to be:  
length over all, 200 ft.; breadth moulded,  
29 ft.; draught 8 ft.; displacement 740  
tons. The speed is to be 13 knots, and  
the armament will consist of two 12 cm.  
quick firs; two q.f. 12-pounders, and  
four maxims.

**A Shop Robbed.**  
It is reported that on Monday last a  
number of Chinese raided a shop kept by a  
man named Cheung Lin in the vicinity of  
Belcher's Fort. The shop keeper and  
about four others lived at the place but  
were quickly overpowered by the intruders  
and securely bound and gagged. After this  
had been accomplished the robbers helped  
themselves to the valuables and then made  
off. They have not yet been discovered,  
having left no clue to their identity.

**Band at King Edward Hotel.**  
By kind permission of Lieut. Col.  
Aitken and Officers, the Band of the 119th  
Infantry will play the following programme  
of music at the above Hotel, during  
dinner, on Thursday the 31st May (weather  
permitting):—

March ..... "Gioioso" ..... Hume  
Overture "La Reine d'un Jour" ..... Adam  
Waltz ..... "Sourire d'Avril" ..... Depret  
S. section ..... "The Cigarettes" ..... Monckton  
Song ..... "By the Fountain" ..... Adams  
Round Dance "The Veil" ..... Morris  
GOD SAVE THE KING.

**Estimate of the Premier.**  
No one ever accused Sir Henry Camp-  
bell-Bannerman of being a statesman, but  
few suspected that he was so totally devoid  
of the qualities of leadership as he has  
proved himself. He will have to join the  
long list of men of whom Tacitus wrote  
the damning verdict, "dignus imperasse,  
nisi imperasset"—worthy to rule had he not  
ruled—those splendid failures who found  
their opportunity only to prove their incom-  
petence.—"Leader," *Johannesburg*.

**SPRAINED ANKLE, STIFF NECK,**  
**"I AM SORRY."**  
THESE are three cases of ailments for  
which Chamberlain's Pain Balm is  
especially valuable. If promptly applied  
it will save you time, money and suffering  
when troubled with any one of these  
ailments. Sold by all chemists and store-  
keepers.

## BY TELEGRAPH.

### GENERAL STOESSSEL

#### TO BE COURT-MARTIALED.

(Exclusive Service, supplied by Reuter,  
via Bombay.)  
LONDON, May 29.  
The *Standard's* correspondent at  
St. Petersburg announces that the  
Port Arthur Enquiry Commission re-  
commends that General Stoessel be  
tried by Court Martial for surrendering  
Port Arthur to the Japanese.

### AUSTRIA AND HUNGARY.

#### AUSTRIAN MINISTRY

##### RESIGNS.

(Exclusive Service, supplied by Reuter,  
via Bombay.)  
LONDON, May 29.  
Emperor Francis Joseph I, of  
Austria and Hungary, recently granted  
Hungary's demand for a separate and  
autonomous customs tariff.  
The concession has resulted in the  
resignation of the Austrian Cabinet.

#### GERMAN MINISTRY

##### REBUFFED.

LONDON, May 28.  
The Reichstag has practically rejected  
the whole of the supplementary estimates  
for South West Africa, and subsequently  
refused the Government money to establish  
a Ministry of the Colonies.  
This severe rebuff to the Government is  
mainly due to a hectoring speech of Colonel  
Deimling, who has just been appointed to  
the command in South Africa, in which  
he lectured the Reichstag in a stentorian  
voice like addressing troops, on the drill  
ground.  
Colonel Deimling declared his determina-  
tion to ignore certain recommendations of  
the Budget Committee, unless otherwise  
directed by the Emperor, who alone had  
to decide.  
A tremendous uproar followed this  
speech.

### THE CHINESE CUSTOMS.

#### Great Britain's Action.

LONDON, May 28.  
Lord Fitzmaurice said, in the House  
of Lords, that the reply from China to the  
last note, re the control of the Customs,  
was expected shortly. The Government  
did not intend to allow a protracted delay,  
fully realizing its importance to trade.  
The Government was acting with the  
knowledge of the other Powers, with which  
they were in perfect harmony.

### JAPANESE TRAINING

#### SQUADRON.

LONDON, May 28.  
The Japanese Training Squadron has left  
Sydney for Japan.

### SOCIAL AND PERSONAL.

The death is announced of the Right  
Rev. Dr John Miller Strachan, formerly  
Bishop of Rangoon.

We notice from Japan papers that Mr  
Z. Volpicelli has been airing a grievance  
against the "Hongkong Mail." By dis-  
misunderstanding the Italian Consul was  
left behind at Shanghai, and wrote to the  
*Japan Mail* complaining. The company  
naturally responded, and Mr Volpicelli  
returned to the charge.

Mr J. B. Sutor, the well-known Com-  
mercial Representative of New South Wales,  
arrived from Japan by the "Eastern."  
Mr Sutor goes to Australia to confer  
with his Government in connection with  
commercial matters, and will no doubt  
take the opportunity whilst in New South  
Wales to enlighten the public of the State  
upon Eastern affairs.

Quite an exodus took place to-day by the  
"Empress of China," amongst the well  
known citizens leaving being the Hon. Mr  
and Mrs C. W. Dickson, Mr and Mrs Quick-  
shank, Mr and Mrs Geige, Mr A. Turner,  
Mr A. B. Johnston, and Mrs and Miss  
Obatham. It is understood that Mr and Mrs  
Dickson go for good, the remainder being  
on holiday trips.

### AN AMERICAN REMEDY.

THESE is probably no medicine manu-  
factured that can be found in more  
homes in the United States than Chamber-  
lain's Colic, Cholera and Diarrhoea Remedy.  
It has been in general use for over thirty  
years and each successive epidemic of  
diarrhoea and dysentery during this time  
has tested its merit and proved its superi-  
ority over all similar preparations. The re-  
liable and prompt cure of this remedy  
have won for it the confidence of many  
physicians who often prescribe it in their  
practice. No case has ever yet been re-  
ported where its use has not given relief.  
This remedy is for sale in this city by all  
chemists and storekeepers.



TO HONGKONG, AND ITS  
POPULATION.

(By one who years—in ruin—amongst  
Them.)  
Thou lord cosmopolitan,  
Whose restless, eager, thronging mind  
With its unchanging intent  
Of dollar hunting;  
Canst thou,  
All grasping, and severely practical,  
Respond to my soul-yearning soliloquy?  
Forsooth! an idle task 'twould be  
To find among thy striving herd  
A Poet—one who yearns—a dreamer.

These shallow, grasping, minds, which here  
respond  
To nought but rising rate, or falling  
share—  
What reel such natures of the Great  
Beyond?  
(Except in "forward contracts" or a  
"bear.")  
The Broker, breathless, bustling to his  
bank—  
The sword-bellied subaltern—the Clerk  
Apologetic; all these show the Cank—  
To Worm of Self insidiously at work,  
To Hunt the Dollar, making cent per cent.  
To

## THE STAR FERRY COMPANY.

## Annual Meeting.

The annual meeting of the Star Ferry Company, Limited, was held in the City Hall at 12.15 p.m. Sir Paul Chater, C.M.G., was in the chair. Mr. A. G. Wood, G. Murray Bain, A. Haupt, Percy Smith, W. H. Potts, and E. Osborne (Secretary).

The Secretary read the notice convening the meeting.  
The Chairman, Gentlemen, I propose, if it be your pleasure, that we take the report and accounts as read. As far as showed in the remarks I made at our last annual meeting, there has been a heavy increase in the cost of coal, the average price per ton during the year under review being \$10.63 as against \$7.57 the previous year. There has also been a larger consumption, by reason of its inferior quality and in consequence of our running the boats at quicker speed and augmenting the number of night trips. Other working expenses show a slight reduction, so that this unfortunate rise in the price of fuel is alone responsible for the diminished dividend recommended for your acceptance.

The new pier at Kowloon has been in use since April 1, and is, we have reason to think, appreciated by Kowloon residents. There are several improvements yet to be made, notably aricksha and general shelter in front of the pier as protection against the strong winds which sweep down Salisbury Road and which without a shelter will, in winter, seriously inconvenience passengers. It has also been found necessary to drive piles to guide the boats in making the entrance to the Camber as the currents are stronger than was anticipated. This work has to be done between 1 and 5 a.m. so will take considerable time. Negotiations have been commenced with the Government for a new pier on the Hongkong side and if satisfactory terms can be arranged plans will shortly be prepared. It will mean a large outlay, probably \$75,000, and as the Company will not earn a cent more by it, the matter will need to be carefully considered before launching into so great an expenditure; and it will probably involve calling up the remainder of the unpaid capital. We are now running the service with two boats in place of three, the time allowed the coxswains to make the journey being 7 minutes as against 9½ at the old pier, and although this greater speed necessitates burning superior coal and working the boilers at their maximum pressure, yet on the whole there will be a substantial saving. The changes at Kowloon, the augmented service, accelerated speed and other improvements increase our working expenses, but we deem it to be in the interests of shareholders that we provide a service which will satisfy the reasonable demands of the public and we claim that in maintaining a 10 minutes service that in 5.20 a.m. to 10 p.m. and thereafter every 20 minutes till 12.30 a.m. with additional trips on Saturday nights, the Company is fulfilling its duty creditably. The proposed extension to Yau Ma Tei and Hung Hom referred to in my remarks at last meeting were on investigation of the traffic, found to be impossible without incurring a heavy loss, so the matter was not prosecuted further. Competition of Chinese launches which only run when no better employment offers renders a profitable extension to these places maintained with regularity, an impossibility. There is one matter, a matter of public importance, I desire to touch upon before closing and that is the loss we sustain, amounting to something like 3% on your capital by depreciation of subsidiary coins, including British coins. The question has been referred to the Committee of Commerce and their reply, which is not hopeful, has been published by the Press. The matter, however, will not be dropped, and whether the remedy be found in an increase of fares or otherwise, will be decided later on.

There being no questions the Chairman moved the adoption of the report and accounts.  
Mr. Bain seconded and the motion was carried.  
Mr. Haupt proposed the re-election of the retiring directors.  
Mr. Smith seconded and the motion was carried.  
Mr. Bain proposed the re-election of Mr. W. H. Potts as auditor.  
Mr. Haupt seconded and the motion was carried.

The Chairman—Dividend warrants can be had on application. That is all the business.

## THE SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon, the Hon. Dr. F. Clark presiding. There were also present:—Hon. Mr. Chatham, Hon. Mr. A. W. Brown, Mr. Fung Wa Chun, Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. Henry Humphreys, Mr. Lau Chu Pak, Mr. F. J. Badoley, Lt.-Col. Sparkes, R.A.M.C., Dr. W. W. Pearce (M.O.H.), Dr. Macfarlane, and Mr. G. A. Woodcock (Secretary).

## READY TO REPLY.

Before proceeding to business Mr. Humphreys said that he wished to announce that he was now prepared to answer any questions about notices that the President desired to ask him. At a meeting of the Board, held when he was in Manila, he saw in the press that the President had said that he had been present he would have asked him some questions. He was now prepared to answer them.

The President—What I said, speaking from memory, was that I should have asked you to give details.

Mr. Humphreys: I am ready to give them.

The President: As the whole matter has been referred to the Committee don't you think it would be better to leave it to them.

Mr. Humphreys: Will they deal with the question of notices?

The President: Yes, any irregularities in the working of the Public Health and Building Ordinances.

Mr. Humphreys: Very well.

## PAINTING THE MARKETS.

Regarding the question of inferior paint used in painting the Central Markets (the minutes concerning which we have published) the President announced that the matter was receiving the attention of the F.W.D.

He did not agree with the Director of Public Works that Dr. Pearce should have reported the matter to the P.W.D. He should report it to his own department.

## THE COLONY'S STREETS.

At a meeting of the Board held about two months ago Mr. Shelton Hooper expressed the opinion that the question of street improvement, especially paving and draining, should be brought before the Government, and attention directed to the bad state of many of the roads running north and south between Queen's Road and Des Vaux Road.

On this Mr. Hooper drew up a report, which was circulated to members of the Sanitary Board but was not available to the press. Dealing with the report Mr. Shelton Hooper misinterpreted Mr. Tooker's report before my original statement as to the condition of the streets in general running north and south. I never limited streets to those between Queen's Road and Des Vaux Road Central. The minutes of the Sanitary Board made were corrected accordingly before their confirmation. The majority of the 24 streets, personally inspected by His Excellency the Governor, are on the south side of Queen's Road Central and mostly private ones, and not those I refer to. I do not think that a centre channel of a half-round glazed earthenware pipe would do as well as the present side channels. I believe some years ago side channels were substituted for centre ones.

His Excellency the Governor: 1.—I went over the first 24 of the streets given in Mr. Tooker's list yesterday afternoon with the Director of Public Works, and have added a few notes to the list. 2.—None of the streets that I saw were really bad or could be said to infringe the condition as to paving of a resolution. 3.—Ask the Director of Public Works to submit a statement of repairs that have been carried out this year in the streets in the list and programme of work still to be carried out with the available balance of the vote for "maintenance of roads and bridges" (\$50,000) and to say if there is any further work sufficiently urgent to justify a supplementary vote. 4.—The one thing I noticed was that in several private lanes heaps of coal, building material, etc., blocked the side channel. I am inclined to think that when the roadway is re-laid in private lanes a centre channel formed of half-round glazed earthenware pipes should take the place of side channels. The Sanitary Board might consider this suggestion.

The President said he was inclined to think that in narrow streets a centre channel would be better.

Mr. Shelton Hooper said he believed the Director of Public Works could bear out what he said: Centre channels would not do at all, as H.E. the Governor suggested. Trolleys, say, carrying special along the lanes to the banks, or goods to the mercantile houses, would have difficulty in getting along and would soon break up earthenware drains.

Hon. Mr. Chatham said that it was the case, as stated by Mr. Shelton Hooper, that many of these streets formerly had centre channels and they were, a few years ago, altered to side channels when the streets were being re-laid. Personally he preferred a side channel because with regard to the litter and wet that must run from the buildings, it kept the streets cleaner and tidier; but there was no doubt a centre channel, in the case of many of these streets, would get rid of the obstructions that were caused by things being stored (as indicated in H.E. the Governor's minutes). Most of the streets referred to in H.E. the Governor's minutes, he thought, were not used in the way Mr. Hooper spoke about—that was by trolleys. They were mostly free of the big commercial concerns situated at the Eastern end of the town. Mr. Hooper also said the streets inspected by His Excellency were on the South; he (the speaker) thought he meant North.

Mr. Hooper: Yes, that is a clerical error.

The President—Will you move that in the opinion of the Board side channels are preferable?

Mr. Hooper: Yes, that is a clerical error.

Mr. Hooper—As the Hon. Director of Public Works is of the same opinion I think it would be better from him. (To Mr. Chatham) Will you move to that effect? Hon. Mr. Chatham—No, I would rather not.

Mr. Hooper—Very well. I move that, in the opinion of the Board, it is advisable that the channels, should be at the side of the lanes instead of in the centre, for the reasons stated in my minute.

The Captain Superintendent of Police seconded, and the resolution was carried. Mr. Humphreys voted against and Mr. Hewett abstained from voting, as he had not heard the discussion, having come in late. The Director of Public Works did not vote.

## THE MARKET PRICE LIST.

Yon. Mr. E. A. Hewett said he was not present at the last meeting, but he would be glad to know whether any report was to be made with regard to the special committee appointed a month ago in connection with the market list.

The President—The report is in circulation at the present moment to members of the Board.

Mr. Hewett—Might I ask by whom the report was made?

The President—By myself and Mr. Lau Chu Pak.

Mr. Hewett—There were three appointed, and one has since resigned. Would it not have been in order if the matter had been referred again to the Board. Unless there is some definite rule to the contrary that committee ceased to exist and there ought to have been a new one formed, or the Board should have been informed of what was going on. Nothing has been done at all, except that the notice has appeared in the public Press.

The President—I do not think it is customary when one resigns, unless a quorum is present, to consider that the committee does not exist. It has existed or imagined itself existing and has submitted the report now in circulation.

Mr. Hewett—It would be satisfactory to know how they stood in this matter. It was a question which should be settled.

The President said that according to the Ordinance two constituted a quorum. This closed the discussion.

## CORRESPONDENCE.

## SUBSIDIARY COINS.

(To the Editor of the "CHINA MAIL.")  
Sir,—Mr. Osborne's cure to make Hongkong subsidiary coins legal to any amount would aggravate the evil, and the aptly or helplessness displayed in the reply of the Chamber of Commerce is disappointing. The Editor of the Daily Press asserts that there is not a sufficiency of Hongkong subsidiary coins. If this is so why are they at a discount of from 5 to 6 per cent. I will be glad to get rid of \$100 daily of this coinage at a discount of 4 per cent. To remedy the impasse I would suggest that the Hongkong Government offer to receive the present coinage at a discount of say 2½ or 4 per cent. to a given date, and after that date at a discount of 10 per cent., and in the meantime order, and later issue, a new subsidiary coin of an intrinsic value, the same as the dollar. This would probably drive the present Cantonese subsidiary coin from the colony. Or otherwise let the local Government issue tokens of 5, 10 and 20 cents value of no intrinsic worth whatever. They might even be coloured paper tickets to be redeemable at par.—Yours, etc.

Hongkong, May 30.

## CANTON'S VICEROY.

## Relieved of Office.

(From Our Correspondent.)

It is reported in official circles, which may be considered reliable, that Viceroy Shun Huan has received a telegram from the Waipuu stating that in consequence of the trouble in connection with the Hankow Canton railway His Excellency would be relieved of office.

The telegram further stated that Tuan Fang, one of the members of the Travelling Commission, now in Belgium, has been communicated with and has been ordered to return to take up the position of Viceroy of Canton.

## CANTON NOTE 3.

(From Our Correspondent.)

CANTON, May 29.

EDWARDS AND MAGISTRATE.  
In response to the Nanchow Magistrate's invitation, editors of the nine Canton native papers called at the Magistrate's yesterday. On arrival they were shown into the "Flower Hall," and immediately His Worship made his appearance. Addressing them, he pointed out that recently he had heard from the Viceroy that most of the items published relating to provincial administration were incorrect. As newspapers were organs which represented the feelings of the general public every-thing published should be correct, otherwise the public would be led astray, therefore he asked that in future, in the event of anything on political affairs being doubtful they should ring him up on the telephone, and he would answer them to the best of his knowledge. The magistrates also handed them a few rules governing the publication of news, to which he asked them to submit.

One of the editors replied that they must have time to consider before they could accept, and permission was asked to be allowed to take home the rules for consideration, to which the magistrate agreed, adding that those rules were his own private views.—He asked them to communicate their views after consideration.

## ECONOMY IN THE END.

A few doses of Chamberlain's Cough Remedy will cure your cold and perhaps save a doctor's bill later on. It always cures and cures quickly. For sale by all chemists and druggists.

## THE FLOODS IN HUNAN.

## An Overwhelming Disaster.

(From Our Correspondent.)

HANKOW, May 21.

Details begin to arrive concerning the floods in Hunan, but so far only from Changsha and Siangnan.

At Changsha one foreigner, who had particularly good opportunities of witnessing the flood, writes: "During the height of the flood the river presented a wild scene, tops of houses and debris of every description were passing by at a rapid rate, while here and there the cry of 'Chia Ming' (save life) caused one to realize that many a life was finding a watery grave, although the life-boats were doing all they could. Boats turned bottom up, and boats broken from their moorings came racing by, and many a rich harvest was reaped by the sampan men who were busy picking up here and there the valuable things that floated by." Another writes: "It is said that all Mr. B. ....'s wood, windows, etc., were made into a raft, which broke loose with a man on board, and sailed away. Then the raft broke up and the man rode on three trees, holding them together by clinging to them, and was ultimately picked up at Yochow!" i.e., perhaps a hundred miles below Changsha. "It is said that a woman and her baby were washed away, and the woman was drowned, but the baby was found, smiling, sailing amongst the wreckage, and so was saved."

Siangnan is described as a "City of the dead," and another writer says: "This report is not far wrong. The greater part of the City seemed to be under water, the Post Office could not be found, so our letters could not be posted." At one place alone, 20 li below Siangnan, it is reported that 2000 bodies had been washed ashore! This was at Ki Kwa, where there is a large backwater. This fact gives positive evidence of the appalling loss of life that has taken place. All reports concur in this statement, but of course the actual loss can never be known.

It is impossible to estimate the damage done. "Many houses have fallen, and I fear not a few of the inhabitants have been washed or killed under the houses," writes one.

At the Wesleyan Mission house in Changsha the water came up into the back parlour, demolishing part of the servants' quarters, who had to camp in the chapel for over a fortnight.

At the London Mission premises at Hongchow, the water, already very high, suddenly rose in the night, and the various missionaries had to quickly escape to their new hospital buildings. One of the walls fell down. Dr. Tooker rescued the family of Mr. Gelwick (who was unable to return home on account of the flood) whose house was under water as regards the lower story, and took them to the L.M.S. hospital. With reference to other places from which reports have come in, one says: "It seems that things are almost worse in other places than at Changsha. I am afraid some small towns have almost entirely been swept away. Chuchow (where the railway from the Pinghsiang mines strikes the Siang River, 69 li above Siangnan) is much flooded. Dr. Dub's chapel there has fallen down. Lukow seems entirely gone. The damage at Siangnan is terrible, and Chingchang, down the river, is nearly as bad." All the granaries at Siangnan have necessarily been destroyed. This fact alone makes the future anything but hopeful. From the above it is evident that we have not yet begun to realise the magnitude of the disaster that has befallen Hunan.

At Changsha, as soon as the flood became serious, "the Officials, Gentry and Guilds started to distribute rice grain, as many people in the submerged districts were living up in the lots of their houses without any means of getting anything or cooking anything. The grain was cooked in different parts of the city, and turned into immense water jars which were placed in the sampans, and a special soldier was deputed to go with each sampan on its rounds, which were twice a day. This was kept up until the water receded, which was for about ten days. "Salted vegetables and matches were also distributed." Many of the homeless families, and those houses were submerged, camped out on the city wall, where some were accommodated in the soldiers' quarters, and others erected little mat sheds. These were also supplied with rice grain the same as those in the flooded districts.

In the foregoing extract, which applies only to Changsha, it will be noticed that official relief seems to have ceased as the waters receded. The Public granaries have been opened and rice is being sold at 20 cash a measure, which will do something to relieve the immediate distress, i.e., of those who have means to buy.

What took place in Changsha as regards flood was reproduced on a far wider scale in the country, but there, alas! no official aid came to feed the people who reached temporary shelter. Many must have succumbed to starvation.

With regard to the Changsha Relief Committee one writes: "The combined Missions, together with the Chinese Christians and the Foreign Community raised about \$400, which was distributed to the most needy cases through means of a committee, who appointed several Chinese members of the missions to go out, daily and visit personally the flooded districts of Changsha, and entrusted to their care the various sums for distribution as they saw fit. This relief, good as it has been, has only touched the fringe of the need, which has not yet been fully felt."

Meetings have been held daily of Chinese and foreigners devising means of relief, and now a new Committee, consisting entirely of foreigners, has been formed to manage the distribution of funds that are expected from Hankow and Shanghai and other places. Relief work on a larger scale will be instituted as soon as funds allow. This Relief work is of necessity confined to Changsha at present, but if funds allow it may be possible to organize it in other places too.

One missionary writes: "That help will be needed for some time to come is certain," expressing the hope that all measures used for the collection of funds will be very successful.

At Siangnan some relief work has been done by the missionaries there, and now schemes are being made for helping the worthy to help themselves. This will depend on the amount of help coming from other places. One writing from there says: "If a steamer-load of rice was sent to Siangnan for distribution it would be a good thing." The rice could be sold at a nominal price to the needy, and given free to the destitute."

From Yenchow some rumours, no letters having been received posted later than April 27, that there has been a terrible loss of life there.

As far as is known there does not seem to have been an exceptional flood at Changnan fu, the disaster being apparently confined to the valley of the Siang. This, however, is large enough to easily consume all the help that can be given.

Dr. Wolfendale (London Mission) and Rev. Louis Byrde (Church Missionary Society) are acting as Treasurers in Hankow, until such time as the Committee of Relief is properly constituted.

(Contributions will be received at the Office of this paper.—Ed., C.M.)

BY WHARF AND WAVE.  
A telegram from London, dated May 14, states that the steamers "Cromwell" and "Titanic" have collided in the Suez Canal, and both are damaged.

The Yordzu (Japan) publishes the following table showing the number and tonnage of the steamers of various countries plying on the Yangtze:

Between Shanghai and Hankow.	Tonnage.
No. of steamers.	Tonnage.
Japanese	11,853.
English	11.
German	6.
Chinese	9,870.

Between Ichang and Hankow.

Japanese	2	3,453.
English	4	5,554.
German	1	1,750.
Chinese	2	1,544.

Caught in the Typhoon.  
The steamer "Amenarade" which left here on Sunday morning last for Hoiohwa encountered a typhoon on the voyage and in consequence of the knocking about the vessel had to return to port. She was about eight miles off St. Johns at the time, and the typhoon came up practically without a moment's warning. This was at about midnight when in less than half an hour the glass fell from 29.57 to 29.45 and almost immediately the disturbance was upon the ship. Her boat, rigging, and some of the deck fittings were carried away and to make matters worse while the storm was at its height something went wrong in the engine room which necessitated the engines being stopped. After a while, however, the engines were righted and in order to have them properly looked to it was decided to return to Hongkong; the vessel arriving here on Tuesday.

WEATHER REPORT.  
The following notice is issued by Mr. Eigg of the Hongkong Observatory:—

On the 30th at 11.55 a.m. Pressure is increasing over Japan, but the depression is still shown over the Pacific to the E. of Hokkaido.

The barometer has risen slightly over China. Pressure is highest over Central China.

Gradients are slight on the China coast, and fresh N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh N.E. winds; fair.

English Extravagance.  
Nowhere is there to be found such luxury, luxury, ostentation, as in England.—Dr. Puffin Martin, in "Sigo Medico," Madrid.

Hunting Season's Feature.  
On the whole this season the increase in the number of women and girls who have followed hounds has been the most noticeable feature.—"Madame."

Climate and Emotion.  
The English climate positively discourages the growth of all intensity of feeling, unless it is displayed in connection with politics or religion.—"Saturday Review."

Demand for Horses.  
Despite the great increase that has taken place in the use of mechanical power, the demand for horses, far from falling off, seems continually to increase. The price at the present moment, especially of the animals of a good type, remain entirely satisfactory. Horse-breeding is likely to continue one of the most profitable branches of English agriculture.—"Country Life."

Beauty's Torture.  
Hips have been condemned by the arbiters of Fashion, and one has heard many stories about the methods employed by women to get themselves into shape. Fearless tales are in circulation of a kind of straight-jacket or suit, which is put on warm, and as it cools, gradually compresses the victim till she is very much like an Egyptian mummy.—"Lady's Pictorial."

A GOOD SUGGESTION.  
Mr. C. B. Wainwright of Lemon City, Fla., U.S.A., has written the manufacturer that much better results are obtained from the use of Chamberlain's Cough Remedy than from any other remedy in cases of pain in the stomach, colic and cholera morbus by taking it in water as hot as can be drunk. When taken in this way the effect is double in rapidity. It seems to get at the right spot instantly. For sale by all chemists and druggists.

## THE FAR EAST.

## Points from the Press.

## THE IRONY OF IT.

It would be strange if the United States, which opened Japan to Western nations, should be the first to shut the door in the face of the Japanese immigrant. In Congress the other day Mr. Hayes, of California, spoke in support of a bill to extend the Chinese exclusion laws so as to embrace the subjects of the Mikado and the Koreans. He professed to represent 85 per cent. of the people of his State in this matter, which, he said, is one of domestic policy, not of international law. He admitted that the Japanese had shown extraordinary intelligence and courage in the conduct of the war, but he condemned them for their dishonesty as a people, and declared that the vast majority "do not understand the meaning of the word 'morality.'"

The Nation deems that it would, indeed, be unfortunate if the American simplicity and purity of our politics were to be corrupted by admitting our Asiatic neighbors. The economic aspects of the question deserve more consideration. Mr. Hayes, who is himself an employer, presented statistics going to show that the Japanese could greatly underbid the European and American workman. However this may be, it is to be hoped that Congress will never exclude the Japanese who come here to attend our universities and technical schools. A continuance of intellectual relationship should increase the friendship between the two nations.

## UNPRACTICAL CHINA.

The Tibetan plum may be said to have fallen into England's lap, but that is all the more reason why Russia should busy herself in Turkistan and Mongolia. Seldom, in the opinion of the Japan Mail, does the future present itself in such clear outlines. England has her buffer State in Afghanistan, and a most unconscionable source of mental anxiety does it furnish. But China's manner of treating her buffer States is conspicuously unpractical, for while she is wholly invertebrate in equipping them to resist aggression, she relies on them implicitly to discharge their function of fenders. It has often been said that for civilized Powers safety may be best assured by the closest contiguity.

If Russia's borders marched side by side with England's in Central Asia the responsibilities of each State would be clearly defined and they would soon become friendly neighbours. But they prefer—or, at any rate, England prefers—to be separated by an uncivilized partition which constitutes a perpetual menace to the peace of both, and which could not be relied on either in the event of an emergency. China follows suit in the helplessness manner which she has made essentially her own, and if anything human can be certain, it is certain that she will have to encounter in Mongolia and Turkistan, if not in Tibet, embassies and ultimatums less precisely analogous to those she has suffered in the cases of Tonquin, Korea and Manchuria.

## STIRRING UP TROUBLE.

Observers of current events must sometimes be disposed to suspect the existence of an organized attempt to stir up trouble once more in the Far East. Under that heading it is easy to classify the recently circulated rumours about Japan's designs against Siberia and the Philippines, as well as the frequently repeated statements that Russia is ignoring the Portsmouth Treaty directly by manoeuvring for railway concessions in Manchuria or by wholly ignoring the position which the Treaty really assigns to her. The Japan Mail is inclined to think that the course now attributed her in connexion with fishing privileges in the north belongs equally to the category of mischievous canards, though the Jiji Shimpu makes it the subject of a leading article and evidently attaches importance to it. The story may be relegated to the class of canards which represent Japan as busily nursing against the United States and M. Pokotloff as pressing China to grant the concession of the Chanchun-Kirin railway to a combined syndicate of Chinese and Russian subjects. Many purveyors of news appear to regard Russia as a fair target for any and every attribution of bad faith. Russia is not altogether irresponsible for that disposition, but she has to bear a great deal more than she justly merits.

## A MATTER OF EDUCATION.

Mr. Makino, the Minister for Education in Japan, says that the war of the past two years had demonstrated that patriotism was the first of the seeds sown in the schools of Japan, and the fact had attracted wide attention in Europe. It was notable that many Western publicists had begun to speak of an ethical system independent of religion. Ethics founded on religion were inevitably infected with the schisms that split the religious world into so many fragments, and Japan had to congratulate herself that the ethics taught in her schools were not exposed to that danger. In September next, there was to be held in London a great international assembly of persons interested in elaborating a system of ethics unconnected with religion. One of the members of that assembly had declared that the Japanese system deserved much praise. It depended largely upon the heads of elementary schools whom he was now addressing what heights the country would attain in the future, and he did not doubt that they would be worthy of the great trust reposed in them. They must regard themselves as leaders of thought in their respective localities; not educators of the young only but educators of all. Education intended to raise the moral status of the individual, and it was consequently a slow process demanding patience and unflinching assiduity. They should keep these facts in mind, and recognize fully the high responsibilities devolving on them.

## LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. It does not afford relief but on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and druggists.

NEW  
CONNAUGHT HOTEL.

## HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 12, 1906. 701

ROBINSON PIANO -  
COMPANY, Ltd.

## NEW PIANOS

\$70 Cash

AND 18 PAYMENTS OF \$20 EACH

OF \$385 Cash.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE COLONY.

STEINWAY,  
BECHSTEIN,  
KRAUSS, HAAKE,  
HOPKINSON,  
WINKELMAN,  
ON CORRESPONDING TERMS.

ALSO

BABY GRANDS  
AND  
PIANOLAS.

WEISMANN'S LIMITED.

PURVEYORS TO HIS EXCELLENCY

THE GOVERNOR OF HONGKONG.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

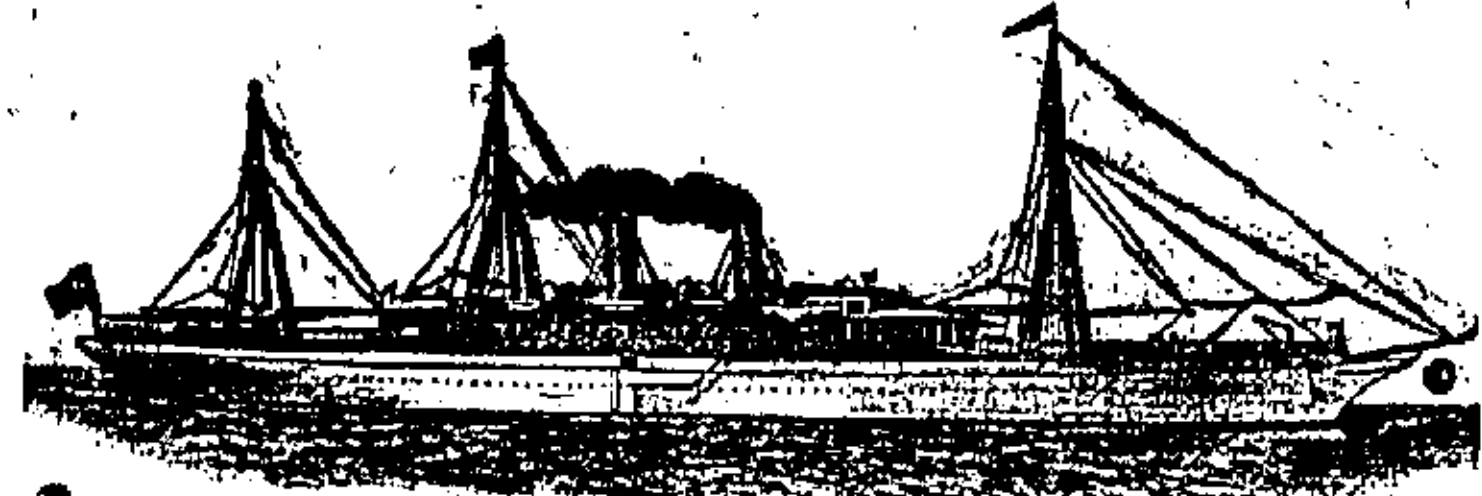
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ARADIA, 8000 tons	About 21st May	Freight and Passage.
LONDON, &c.	OCEANA, 7000 tons	Noon, 2nd June	See Special Advertisement.
LONDON & ANTWERP, Via Suez, Pango, Cebu, and Port Said	PALAWAN, 7000 tons	About 20th June	Freight and Passage.

E. A. HEWETT, Superintendent

P. & O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**LUXURY SPEED-PUNCTUALITY.**  
The only line that maintains a Regular Schedule of 12 Days across the Pacific to the EMPRESS LINE. SAVING 3 TO 7 DAYS OCEAN TRAVEL.  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. EMPRESS OF INDIA..... 6000 Tons WEDNESDAY, June 20..... July 11.  
ATHENIAN..... 3882 Tons WEDNESDAY, June 27..... July 21.  
EMPRESS OF JAPAN..... 6000 Tons WEDNESDAY, July 1..... Aug. 1.  
MONTAGUE..... 5580 Tons WEDNESDAY, July 12..... Aug. 11.  
EMPRESS OF CHINA..... 6000 Tons WEDNESDAY, Aug. 1..... Aug. 22.  
TARTAR..... 4425 Tons WEDNESDAY, Aug. 8..... Sept. 1.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

R.M.S. MONTAGUE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TAMBA MARU, Tons 6,130, C. H. Butler	WEDNESDAY, 13th June, at Daylight.
VICTORIA, B.O. AND SEATTLE, Via SHANGHAI, MOI, KOBE AND YOKOHAMA.	INABA MARU, Tons 5,189	WEDNESDAY, 27th June, at Daylight.
SYDNEY AND WELBURN, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Tons 6,328, Capt. N. Ohno	TUESDAY, 26th June, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO.	NIKKO MARU, Tons 5,830, Capt. E. W. Haswell	FRIDAY, June 16, at 4 p.m.
KOBE AND YOKOHAMA.	KAGOSHIMA MARU, Tons 4,405	TUESDAY, 5th June, at Noon.
BANGKOK, Via SWATOW.	IYO MARU, Tons 6,320, Capt. W. Thompson	FRIDAY, 1st June, at Noon.
	PROMETHEUS, Tons 1,678, Capt. Cornelissen	

\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships  
**MINNESOTA - DAKOTA**

28,000 TONS.  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain J. H. RINDER, On TUESDAY, 15th June, at Noon.  
'DAKOTA,' Captain E. FRANK, On SATURDAY, 21st June, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.  
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For convenience of outside cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.  
For full information regarding freight, or passage apply to

NIPPON YUSEN KAISHA Agents.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MINION	7th June.
GLASGOW AND LIVERPOOL	PROSPERITY	14th "
GLASGOW AND LIVERPOOL	PATROCLES	14th "
GLASGOW AND LIVERPOOL	PING SUY	21st "
GLASGOW AND LIVERPOOL	ORPHEUS	28th "
GLASGOW AND LIVERPOOL	OLYMPIA	5th July.
GLASGOW AND LIVERPOOL	ANTYX	5th "

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	JASON	5th June.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	19th "
* GENOA, MARSEILLES & LIVERPOOL	HYSON	20th "
LONDON, AMSTERDAM & ANTWERP	AXA	3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th "
* GENOA, MARSEILLES & LIVERPOOL	PATROCLES	20th "
LONDON, AMSTERDAM & ANTWERP	PING SUY	31st "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGA-SAKI, KOBE & YOKOHAMA	OLYMPIA	10th June.
	ANTYX	7th July.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	KEENE	14th June.
	TEUCER	13th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHEN	4th June.
MANILA	TRAM	5th June.
SHANGHAI	KWAIYANG	8th June.
WEL-HAI-WEI, CHEFOO & TIEN-TSIN, HUGHSON		9th June.
AMOI, MANILA, CEBU & LIOLO	SUNOKIANG	13th June.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Refined Cuisine—Surgeon and Stewardsess carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	SATURDAY, 2nd June, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila Direct	9th May, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the MALABAR COAST).

S.S. ANGLO SAXON.....Beginning of July, 1908.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENMOHR, Captain Wagners, will be despatched as above on or about MONDAY, the 4th June, 1908.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 18, 1908

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## CHRISTIANITY WORTH

INTRODUCING INTO CHINA

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

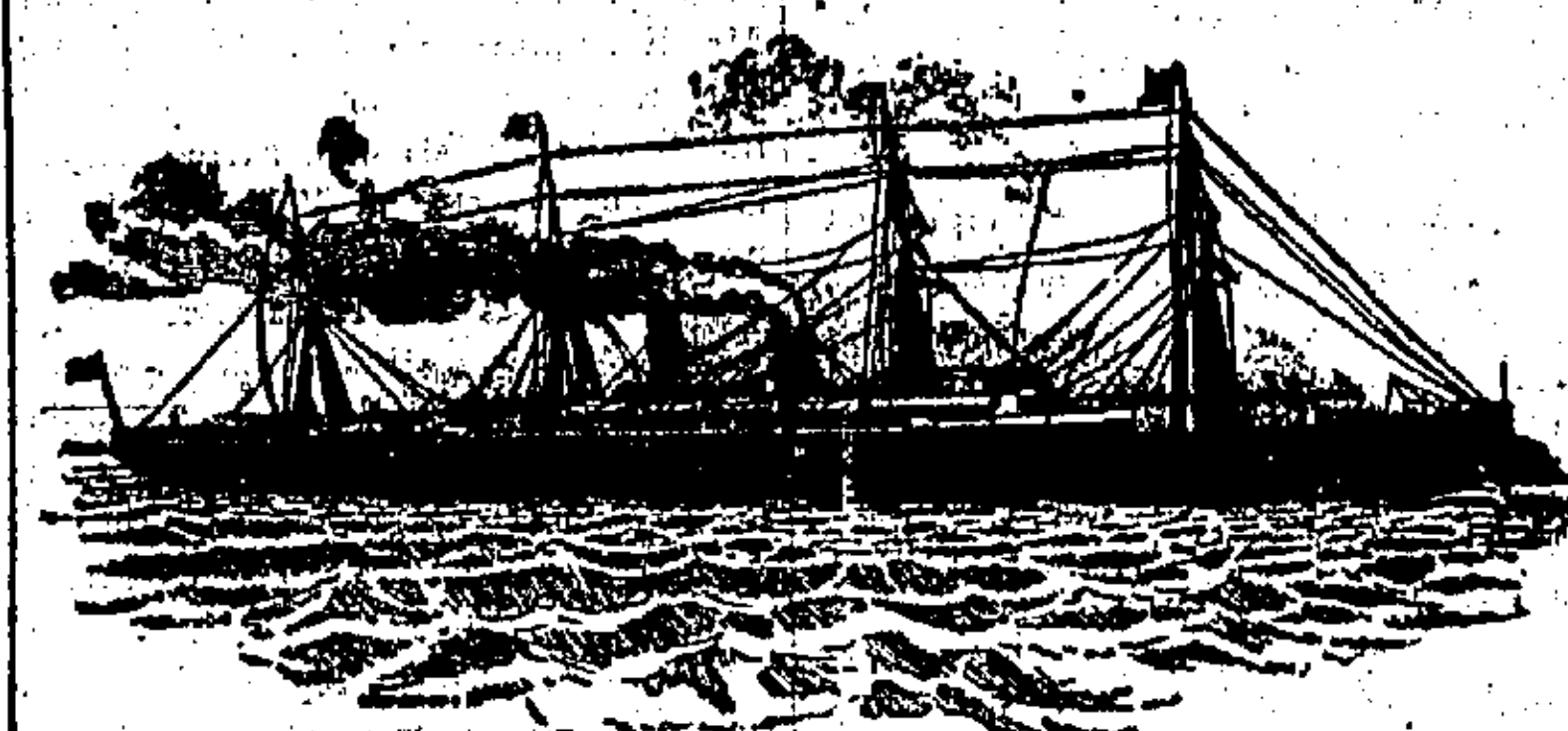
Price .. .. . 50 Cents.

## Shipping.

## PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU.  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
\* MONGOLIA.....27,000 Gross Tons.....TUESDAY, 5th June, at Noon.  
CHINA.....10,200.....TUESDAY, 12th June, at Noon.  
\* NIPPON MARU.....11,000.....TUESDAY, 19th June, at Noon.  
DORIC.....9,500.....TUESDAY, 26th June, at Noon.  
\* MANCHURIAN.....27,000.....FRIDAY, 6th July, at Noon.  
\* HONGKONG MARU.....11,000.....TUESDAY, 13th July, at Noon.  
\* KOREA.....18,000.....TUESDAY, 20th July, at Noon.  
COPTIC.....9,000.....FRIDAY, 3rd Aug., at Noon.  
\* SIBERIA.....18,000.....FRIDAY, 10th Aug., at Noon.  
\* AMERICA MARU.....11,000.....FRIDAY, 17th Aug., at Noon.  
\* Twin Screws.

## RECORD FAST TRIPS.

Yokohama to San Francisco.....KOREA, 18,000 tons. September 18-27th 1906; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu.....SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.  
San Francisco to Yokohama.....SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.  
Yokohama to San Francisco.....SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 25 minutes.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th June, 1908, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.  
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONJUNCTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captains.	To SAIL ON.
ARAGONIA	5198	ERNEST	June 6, at Daylight.
NIOCOMEDIA	4370	WAGMANN	June 21, at Daylight.
NUMANTIA	4370	FELDTMANN	July 14, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

## OSAKA SHOSEN KAISHA.

## REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP.	Tons.	Captains.	To SAIL ON.
MAIDGURU MARU, Capt. MARUYAMA	4417	G. V. Williams	SATURDAY, June 2, a.m.
DARIN MARU, Capt. SATO	9306	E. V. Roberts	SUNDAY, June 3, at 10 a.m.
DAIGI MARU, Capt. S. TAGAMI	9306	T. W. Garlick	SUNDAY, June 10, at 10 a.m.
* SHOSHU MARU, Capt. NEMOTO			
THE CO.'S CHARTERED S.S. TAIHAN, Capt. LAING			LEAVING SHANGHAI, Via SWATOW, SATURDAY, June 9, a.m.

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To SAIL.
* LVRA	4417	G. V. Williams	3rd July.
SHAWMUT	9306	E. V. Roberts	27th July.
TREMONT	9306	T. W. Garlick	22nd Aug.

## \* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

QUEEN'S BUILDINGS, Dodwell & Co., Limited, GENERAL AGENTS.

## Shipping.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAMER TRIESTE.

TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to SOUTH AFRICA, PERMAN GUIN, Red Sea, BLACK SEA, LEVANT, VENEZIA AND ADELPHI PORTS).

THE Company's Steamship TRIESTE, Captain D. MISTRONICO, will be despatched as above on THURSDAY, the 31st May, 1908.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER, & CO., Agents.

Hongkong, May 30, 1908.

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## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed SAILINGS FROM HONGKONG.

STEAMSHIP. To SAIL. 1908.

SATSUMA.....About 31st May.

SIKH.....About 14th June.

WRAY CASTLE.....About 23rd June.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents.

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## STEAM FOR

STRATES, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST OF AFRICA, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OCEANA, Captain W. HATFIELD, will be despatched from this for BOMBAY, on SATURDAY, the 2nd June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. China, 7,812 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the small steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 18th July, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all parcels are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, May 18, 1908.

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## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINIA, &c.)

THE Steamship EASTERN, Captain POWELL, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, April 30, 1908.

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## DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOI & FOOSHOW.

THE Company's Steamship HAICHING, Captain A. E. HOSKINS, will be despatched for the above Ports on SUNDAY, the 3rd June, at Noon.

For Freight or Passage, apply to

DOUGLAS, LIPTRAIT & Co., General Managers.

Hongkong, May 28, 1908.

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## NIPPON YUSEN KAISHA.



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from	MARSEILLES	PLYMOUTH
COLOMBO		to	2 days earlier	1 day later
OCEANA.....7000	June 2	CHINA.....8000	July 15	July 22
DONGOLA.....8000	June 16	DONGOLA.....8000	July 29	Aug. 5
ARGADIA.....8000	June 30	MONGOLIA.....10000	Aug. 12	Aug. 19
DELTA.....8000	July 14	BRITANNIA.....10000	Aug. 26	Sept. 2

\* Dongola through to London.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
to	HONGKONG	LONDON
PALAWAN.....4700	June 18	Aug. 1
JAPAN.....4300	July 2	Sept. 4

These Steamers call at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Calls at Marseilles.

\* Carry only First Saloon Passengers.

\* Carries 1st and 2nd Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,

Superintendent.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LANTANA; BLACK SEA and DALLIO PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR MARSEILLES, HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. C. FERD. LAESZ, 1st June, 1908. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. ANDALUSIA, 20th June, 1908. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. ACHILIA, 28th June, 1908. Freight.

FOR HAVRE AND HAMBURG, AND NAPLES FOR LANDING PASSENGERS.

CALLING AT SINGAPORE, PENANG AND COLOMBO.

S.S. RHENANIA, 12th July, 1908. Freight &amp; Passengers.

Capt. von Hoff.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and Cabin staterooms. Lighted throughout by Electricity.

Duly qualified Deco and Stewards are carried.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

KING'S BUILDINGS.

## Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Applied to all cases of

51, QUEEN'S ROAD CENTRAL.

1379

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

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HONGKONG

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## Shipping.

IMPERIAL  
GERMAN  
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LINES.

NORDEUTSCHER LLOYD—BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SITHONIA (For Cargo only) ...	WEDNESDAY, 6th June.
ROON ...	WEDNESDAY, 20th June.
PREUSSEN ...	WEDNESDAY, 4th July.
ZIETEN ...	WEDNESDAY, 18th July.
GENESEN ...	WEDNESDAY, 1st August.
BAYERN ...	WEDNESDAY, 15th August.
PRINZ REGENT LUITPOLD ...	WEDNESDAY, 29th August.
PRINZ EITEL FRIEDRICH ...	WEDNESDAY, 12th Sept.
PRINZ SACHSEN ...	WEDNESDAY, 26th Sept.
PRINZ HEINRICH ...	WEDNESDAY, 10th Oct.

ON WEDNESDAY, the 6th day of June, 1908, at Noon, the Steamship SITHONIA, Captain BREMER, with CARGO ONLY, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 4th June, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 5th June, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 6th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

## RATES OF PASSAGE MONEY FROM

HONGKONG:

To Naples, Genoa and Gibraltar ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

To Southampton, London, Bre- ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

men and Hamburg ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

To New York, via Suez ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

Via Naples, Genoa or Gibraltar ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

Returns ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

Via Bremen or Southampton ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

Returns ... 1st Class 0.0. 2nd Class 0.0. 3rd Class 0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or

Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ WALDEMAR ... 3277 tons ... TUESDAY, 24th June, 1908.

PRINZ SIGISMUND ... 3202 tons ... TUESDAY, 24th July.

WILHELM ... 4763 tons ... TUESDAY, 21st Aug.

ON TUESDAY, the 24th day of June, at Noon, the Steamship PRINZ WAL-

DEMAR, Captain C. WOLTERMAN, with Mails, Passengers, and Cargo, will leave this

Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Cargoes can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class 3rd Class

To MANILA ... \$20.00 \$10.00 \$5.00 return \$20.00 \$10.00 \$5.00

To NEW GUINEA ... \$22.00 \$11.00 \$6.00 return \$22.00 \$11.00 \$6.00

To BRISBANE ... \$24.00 \$12.00 \$7.00 return \$24.00 \$12.00 \$7.00

To SYDNEY ... \$26.00 \$13.00 \$8.00 return \$26.00 \$13.00 \$8.00

To MELBOURNE ... \$28.00 \$14.00 \$9.00 return \$28.00 \$14.00 \$9.00

To YOKOHAMA ... \$30.00 \$15.00 \$10.00 return \$30.00 \$15.00 \$10.00

To KOBE ... \$32.00 \$16.00 \$11.00 return \$32.00 \$16.00 \$11.00

To YOKOHAMA &amp; back from ... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class

To Europe via Australia and Colombo by Imperial ... \$27.0.0.

Mail Steamer ... \$6.0.0.

To Europe via Australia and America ... \$6.0.0.

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers

and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd.)

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR

YOKOHAMA &amp; KOBE, PRINZ WALDEMAR ... WEDNESDAY, June 6.

SHANGHAI, NAGASAKI, KOBE &amp; YOKOHAMA, ZIETEN ... WEDNESDAY, June 6.

Do, GENESEN ... WEDNESDAY, June 20.

Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG:

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers,

P. M. S. Co. O. &amp; G. S. S. Co. T. K. R. and from NEW YORK to

EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are

issued at the following rates:—

1st Class 2nd Class 3rd Class 1st Class 2nd Class 3rd Class

to London via Plymouth or Southampton ... \$22.0.0.

to Bremen ... \$10.0.0.

to Paris via Orléans ... \$10.0.0.

to Naples, Genoa, via Gibraltar ... \$10.0.0.

For further Particulars, apply to

Norddeutscher Lloyd.

MELOHRS &amp; CO., Agents.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For

SHANGHAI, via SWATOW, HANGSANG ... THURSDAY, May 31, at 4 p.m.

MANILA ... LOLOSANG ... FRIDAY, June 1, at 4 p.m.

TIENTSIN ... SHANGHAI ... MONDAY, June 4, at 4 p.m.

These Steamers have superior Accommodation for First-class Passengers, and

are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading, to Chefoo, Tientsin, Newchwang,

and Yangtsze River.

\* Taking Cargo on through Bills of Lading to Lahad Datu, Singapore, Taiwan,

Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

## MEASURING THE STARS.

How do astronomers obtain an idea of the actual magnitude of the stars? What degree of accuracy is possible in such estimates as have been made? These questions Prof. W. W. Payne undertakes to answer in *Popular Astronomy* (March). In the first place, Professor Payne tells us that no star is near enough to the earth to show a real or measurable disk, in the largest telescope the world, although observers do see through their telescopes what is called the "spurious disk" of any bright star. This apparent disk is caused by the nature of light, which, consisting as it does, of a series of wave-like disturbances, convert the star's image from a luminous point into a circular spot of light, often with an already and blurred appearance. Curiously enough, the spurious disk of a star diminishes as the telescope is focused in size and aperture. The writer goes on to say: "It is apparent from what has been said that any direct measures of the apparent disk of a star will give no aid in telling either its size or its distance. Astronomers first try to find out how far a star is from the earth and after that a study of the size is undertaken. The principle employed to get a star's distance is essentially that used by a surveyor to find the distance between two inaccessible objects. He lays down a base line, very carefully measures it, then measures angles needed to know triangles formed by the base line and the two inaccessible points; then by the principles of trigonometry the distance between the two points desired can be easily and accurately computed. If these principles have been applied most effectively. When we wish to measure the distance of the sun from the earth, the earth's diameter, about 8,000 miles, is made the base line; but when we measure the distance of a star the diameter of the earth's orbit around the sun is chosen for the base line. \$86,000,000 miles. If the astronomer should measure the distance of a star from other stars by the first day of January and then measure the distance between the star on July 1, of the same year he might find some very small changes due to the fact that the earth has changed its place in the heavens 186,000,000 of miles during the six months that have intervened. If there is such an apparent displacement of any star sufficiently large to measure, such displacement is called the parallax of the star, which is measured in seconds of arc. It is then very easy to find the distance of the star.

"All such distances in miles are so very large that they can not be comprehended at all. The mind can not form any idea from such a long continuous array of figures. On this account astronomers have adopted a unit of distance called the light-year, which means the distance that light will travel in the year. If any star should have a parallax as great as one second of arc (1"), its distance would be 3.26 light-years. The meaning of that is, if light should start from such a star it would not reach the earth in 3.26 years but would take 3.26 years to get to the earth. But the fact is that there is no known star that has a parallax as great as one second of arc. The nearest known star is a Centauri and its distance is probably not less than 4.3 light-years.

About one hundred stars have been observed for parallax, and it is just to say that about this number have known parallax that would stand, on the average, as a good first approximation. "The size of a stellar object in linear measure depends manifestly on its distance. This is why the reader's attention has been called to the difficult problem of measuring the distances of the stars.

Now if such distances are not known correctly, much more will be unable to know exactly their real distances, even if we could see, by the aid of the telescope, their real disks instead of the spurious ones. But, since we can not yet see any appreciable real disk to measure, some accurate method of determining their size in the depths of space.

"The only way now open to the astronomer is through the masses of binary stars which we know both the size of the orbit of a binary and the period. The mass is then determined by the law of gravitation. This at once gives the question of parallax, and a slight error in parallax will give a vastly greater error in miles, at least three times as great as linear error are.

"In these binaries, the astronomer can not know anything about the masses and densities of the separate components in the systems; he can only get an approximation of the masses of the stars by the law of gravitation. Measurements of this kind have been completed on twelve binary star systems, and the results, Professor Payne tells us, are 'extremely interesting within the limits of reasonable probability.'—Literary Digest.

## Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD—BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

PREUSSEN,

having arrived, Consignees of Cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Valuables,

are being landed and stored at their

risk into the hazardous and/or extra hazar-

dous Godowns of the Hongkong and Kow-

loon Wharf and Godown Company, Limited.

Kowloon, whence delivery may be obtained.

Optional Goods may be landed at the

Godowns at Kowloon, where each consignment

will be sorted out Mark by Mark and

delivery can be obtained as soon as the

Goods are landed.

This Vessel brings Cargo—

From London, &amp;c.

From Italy, &amp;c.

Optional Goods will be landed here unless

instructions are given to the contrary

before 4 P.M. on the 3rd June, at

4 p.m. will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Con-

signee's and the Company's representative

at an early hour.

All Claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognized.

No Claims will be admitted after the

Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, May 28, 1908.

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## Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND

SHANGHAI.

THE Company's Steamship Trieste,

having arrived, Consignees of Cargo are

hereby informed that their Goods will be landed

into the hazardous and/or extra hazar-

dous Godowns of the Hongkong and Kow-

loon Wharf and Godown Co., Limited,

whence delivery may be obtained.



